

A resolution endorsed by the Grand River-Joy-Linwood Boulevard Council, Inc., of Detroit, Mich., favoring the appropriation of funds for the Office of Economic Opportunity for the fiscal year 1967 in order to provide special employment; to the Committee on Appropriations.

A resolution adopted by the Board of Chosen Freeholders, Cape May Court House, N.J., relating to the flying of the flag throughout the night, for the duration of the war in Vietnam; ordered to lie on the table.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. PASTORE, from the Committee on Commerce, with amendments:

S. 1160. A bill to amend the Communications Act of 1934 by extending and improving the provisions thereof relating to grants for construction of educational television broadcasting facilities, by authorizing assistance in the construction of noncommercial educational radio broadcasting facilities, by establishing a nonprofit corporation to assist in establishing innovative educational programs, to facilitate educational program availability, and to aid the operation of educational broadcasting facilities; and to authorize a comprehensive study of instructional television and radio; and for other purposes (Rept. No. 222).

By Mr. MAGNUSON, from the Committee on Commerce, with amendments:

S.J. Res. 33. Joint resolution to establish a National Commission on Product Safety (Rept. No. 225).

Mr. MORSE, from the Committee on Foreign Relations, with an amendment:

S. 1031. A bill to amend further the Peace Corps Act (75 Stat. 612), as amended (Rept. No. 223).

By Mr. BARTLETT, from the Committee on Commerce, without amendment:

S. 10. A bill to authorize and direct the Secretary of the Treasury to cause the vessel *Ocean Delight*, owned by Saul Zwecker, of Port Clyde, Maine, to be documented as a vessel of the United States with coastwise privileges (Rept. No. 227);

S. 111. A bill to authorize and direct the Secretary of the Treasury to cause the vessel *Eugenie II*, owned by J. C. Strout, of Milbridge, Maine, to be documented as a vessel of the United States with full coastwise privileges (Rept. No. 228);

S. 690. A bill to authorize and direct the Secretary of the Treasury to cause the vessel *Druggin' Lady*, owned by George W. Steadman of Rockport, Maine, to be documented as a vessel of the United States with coastwise privileges (Rept. No. 229);

S. 1093. A bill to authorize the use of the vessel *Annie B.* in the coastwise trade (Rept. No. 230); and

S. 1494. A bill to authorize and direct the Secretary of Transportation to cause the vessel *Cap'n Frank*, owned by Ernest R. Darling of South Portland, Maine, to be documented as a vessel of the United States with full coastwise privileges (Rept. No. 231).

EXTENSION OF FELLOWSHIP PROGRAM UNDER SECTION 810 OF HOUSING ACT OF 1964—REPORT OF A COMMITTEE (S. REPT. NO. 224)

Mr. SPARKMAN, from the Committee on Banking and Currency, reported an original bill (S. 1762) to amend section 810 of the Housing Act of 1964 to extend for 3 years the fellowship program au-

thorized by such section, and submitted a report thereon, which bill was read twice by its title and ordered to be placed on the calendar, and the report was ordered to be printed.

DISAPPROVAL OF REORGANIZATION PLAN NO. 2—REPORT OF A COMMITTEE—INDIVIDUAL VIEWS (S. REPT. NO. 226)

Mr. RIBICOFF. Mr. President, from the Committee on Government Operations, I report favorably, without amendment, Senate Resolution 114, to disapprove Reorganization Plan No. 2, relating to the U.S. Tariff Commission. I ask unanimous consent that the report be printed, together with the individual views of the senior Senator from New York [Mr. JAVITS].

The PRESIDING OFFICER. The report will be received and the resolution will be placed on the calendar; and, without objection, the report will be printed, as requested by the Senator from Connecticut.

BILLS AND JOINT RESOLUTION INTRODUCED

Bills and a joint resolution were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. MAGNUSON:

S. 1752. A bill to amend the act prohibiting fishing in the territorial waters of the United States and in certain other areas by vessels other than vessels of the United States and by persons in charge of such vessels; to the Committee on Commerce;

S. 1753. A bill to amend the Civil Service Retirement Act so as to permit retirement of employees with 30 years of service on full annuities without regard to age; and

S. 1754. A bill to amend the Federal Employees Health Benefits Act of 1959 to provide that the entire cost of health benefits under such act shall be paid by the Government; to the Committee on Post Office and Civil Service.

(See the remarks of Mr. MAGNUSON when he introduced the first above-mentioned bill, which appear under a separate heading.)

By Mr. MOSS:

S. 1755. A bill for the relief of Maria Scorro Bolick; and

S. 1756. A bill for the relief of Joseph H. Lym, doing business as Lym Engineering Co.; to the Committee on the Judiciary.

By Mr. LONG of Louisiana (for himself and Mr. ELLENDER):

S. 1757. A bill for the relief of John Thornton Knight, Jr.; to the Committee on the Judiciary.

By Mr. MAGNUSON (by request):

S. 1758. A bill to amend the Merchant Marine Act, 1936, in order to authorize the chartering for certain passenger cruise service of vessels operating under subsidy; to the Committee on Commerce.

(See the remarks of Mr. MAGNUSON when he introduced the above bill, which appear under a separate heading.)

By Mr. COTTON:

S. 1759. A bill to amend title II of the Social Security Act to provide for the payment of father's insurance benefits in certain cases where an individual is a widower, is the father of a child under age 14, and has such child in his care; to the Committee on Finance.

By Mr. HART (for himself, Mr. BURDICK, Mr. HATFIELD, Mr. INOUYE, Mr. JAVITS, Mr. LONG of Missouri, Mr. MCCARTHY, Mr. MONDALE, Mr. MORSE, Mr. NELSON, Mr. PROXMIER, Mr. WILLIAMS of New Jersey, and Mr. YOUNG of Ohio):

S. 1760. A bill to abolish the death penalty under all laws of the United States, and for other purposes; to the Committee on the Judiciary.

(See the remarks of Mr. HART when he introduced the above bill, which appear under a separate heading.)

By Mr. BREWSTER:

S. 1761. A bill to amend title 39, United States Code, to provide a new system of overtime compensation for postal field service employees, to eliminate compensatory time in the postal field service, and for other purposes; to the Committee on Post Office and Civil Service.

By Mr. SPARKMAN:

S. 1762. A bill to amend section 810 of the Housing Act of 1964 to extend for 3 years the fellowship program authorized by such section; which was read twice by its title, and placed on the calendar.

(See reference to the above bill when reported by Mr. SPARKMAN, which appears under the heading "Reports of Committees".)

By Mr. BURDICK (for himself, Mr. JACKSON, and Mr. HATFIELD):

S. 1763. A bill to promote the economic development of Guam; to the Committee on Interior and Insular Affairs.

(See the remarks of Mr. BURDICK when he introduced the above bill, which appear under a separate heading.)

By Mr. MORSE (for himself and Mr. HATFIELD):

S. 1764. A bill to repeal section 7 of the act of August 9, 1946 (60 Stat. 968); to the Committee on Interior and Insular Affairs.

By Mr. TYDINGS (for himself, Mr. BARTLETT, Mr. CASE, Mr. NELSON, Mr. PELL, Mr. PROXMIER, Mr. RANDOLPH, and Mr. YOUNG of Ohio):

S. 1765. A bill to authorize the Secretary of Agriculture to inspect horses shipped in interstate commerce to determine if such horses have been subject to inhumane treatment for the purpose of affecting or altering their natural gait, and for other purposes; to the Committee on Agriculture and Forestry.

(See the remarks of Mr. TYDINGS when he introduced the above bill, which appear under a separate heading.)

By Mr. TOWER (for himself and Mr. HICKENLOOPER):

S. 1766. A bill to amend the Export-Import Bank Act of 1945 to prohibit certain extensions of credit inimical to the national interest; to the Committee on Banking and Currency.

(See the remarks of Mr. TOWER when he introduced the above bill, which appear under a separate heading.)

By Mr. McCLELLAN (by request):

S. 1767. A bill to amend section 109(e) of the Federal Property and Administrative Services Act of 1949; to the Committee on Government Operations.

(See the remarks of Mr. McCLELLAN when he introduced the above bill, which appear under a separate heading.)

By Mr. KUCHEL:

S.J. Res. 82. Joint resolution to require a feasibility study with respect to the establishment of one or more additional mints prior to discontinuing the use of the facilities of the U.S. assay office in San Francisco for the production of coins; to the Committee on Banking and Currency.

(See the remarks of Mr. KUCHEL when he introduced the above joint resolution, which appear under a separate heading.)

CONCURRENT RESOLUTION DESIGNATION OF NATIONAL HALIBUT WEEK

Mr. MAGNUSON submitted a concurrent resolution (S. Con. Res. 27) to provide for the designation of National Halibut Week, which was referred to the Committee on the Judiciary.

(See the above concurrent resolution printed in full when submitted by Mr. MAGNUSON, which appears under a separate heading.)

RESOLUTION

REFERENCE OF SENATE BILL 1757 TO COURT OF CLAIMS

Mr. LONG of Louisiana (for himself and Mr. ELLENDER) submitted the following resolution (S. Res. 119); which was referred to the Committee on the Judiciary:

S. Res. 119

Resolved, That the bill (S. 1757), entitled "A bill for the relief of John T. Knight, now pending in the Senate, together with all the accompanying papers, is hereby referred to the chief commissioner of the Court of Claims; and the chief commissioner of the Court of Claims shall proceed with the same in accordance with the provisions of sections 1492 and 2509 of title 28 of the United States Code, as amended by the Act of October 15, 1966 (80 Stat. 958), and report to the Senate, at the earliest practicable date, giving such findings of fact and conclusions thereon as shall be sufficient to inform the Congress of the nature and character of the demand as a claim, legal or equitable, against the United States and the amount, if any, legally or equitably due from the United States to the claimant.

AMENDMENT OF THE ACT PROHIBITING FISHING IN THE TERRITORIAL WATERS OF THE UNITED STATES

Mr. MAGNUSON. Mr. President, the legislation which I am about to introduce would provide for an amendment to Public Law 88-308, which prohibits fishing in the territorial waters of the United States and in certain other areas by vessels other than vessels of the United States, and by persons in charge of such vessels.

I have examined the present legislation and it is my own judgment that the present law is sufficient, but it seems that a further clarification of the law might better clarify the intent of the Congress in this important area of enforcement against foreign encroachment on our coastal fisheries.

Although there has been no official criticism of the present law, Mr. President, it seems to me that this clarification might better inform the courts should such cases be presented before them.

The PRESIDING OFFICER. The bill will be received and appropriately referred.

The bill (S. 1752) to amend the act prohibiting fishing in the territorial waters of the United States and in certain other areas by vessels other than vessels of the United States and by per-

sons in charge of such vessels, introduced by Mr. MAGNUSON, was received, read twice by its title, and referred to the Committee on Commerce.

CHARTER FOR CERTAIN PASSENGER CRUISE SERVICE OF VESSELS OPERATING UNDER SUBSIDY

Mr. MAGNUSON. Mr. President, I introduce, by request, a bill for appropriate reference, to amend the Merchant Marine Act of 1936 in order to authorize the chartering for certain passenger cruise service of vessels operating under subsidy. Introduction was requested by the Committee of American Steamship Lines.

It has long been recognized that there is a continuing need for an American-flag passenger ship fleet. However, in order to combat the inroads of foreign flag competition, it has become necessary to utilize our existing fleet in a more efficient manner.

This bill is intended to permit the chartering of vessels in subsidized service by one subsidized line to another, for use by the latter on its trade route. Such legislation will vary from the present law so as to permit a subsidized operator to charter its passenger ships to another subsidized operator with regular passenger service, rather than operating those vessels in the cruise trade itself.

This cross chartering will allow the company most familiar with the trade route to administer the service through its established agents, and to integrate the ships with its normal marketing and advertising plans. It would also assure the line owning the vessel the most effective use of the ship during the "off season" period, without the necessity of engaging in a trade with which it is not familiar. It will also preclude the undertaking of advertising and other expenses which substantially exceed those required by the existing operators.

The benefits of cross chartering now exist, by special legislation, for cruise service of the Caribbean. Several years ago, in recognition of the need to better utilize American-flag passenger ships, we enacted legislation which would permit U.S.-flag operators to engage in the cruise service of the Caribbean. This legislation enabled east coast passenger line operators to provide cruises to the Caribbean on vessels which were not required for the regular passenger service during the slow season. As a result of this earlier legislation, the loss generally incurred by the subsidized lines as a consequence of the lay-ups of unused passenger ships was reduced through utilization in the cruise trade.

The charterer of a passenger ship seeking to increase his service on a trade route competitive with a cargo operator will still have to comply with the requirements of section 605(c) of the Merchant Marine Act of 1936. The primary purpose of section 605(c) is to protect an existing subsidized carrier on a trade route from dilution of traffic through increase of competitive operations without a demonstration that present service is inadequate. This bill will insure the continued protection of section 605(c)

to existing subsidized carriers against an undemonstrated need for competitive service.

This bill will permit all lines to maximize their service potential by employing other available passenger ships.

The PRESIDING OFFICER. The bill will be received and appropriately referred.

The bill (S. 1758) to amend the Merchant Marine Act, 1936, in order to authorize the chartering for certain passenger cruise service of vessels operating under subsidy introduced by Mr. MAGNUSON, by request, was received, read twice by its title, and referred to the Committee on Commerce.

ABOLITION OF THE DEATH PENALTY

Mr. HART. Mr. President, today I offer a bill to abolish capital punishment for Federal crimes. I am joined by the following distinguished cosponsors Mr. BURDICK, Mr. HATFIELD, Mr. INOUYE, Mr. JAVITS, Mr. LONG of Missouri, Mr. McCARTHY, Mr. MONDALE, Mr. MORSE, Mr. NELSON, Mr. PROXMIRE, Mr. WILLIAMS of New Jersey, and Mr. YOUNG of Ohio. Reasons for abolishing the death penalty are clear and unmistakable. It has failed to deter crime. It does not protect law enforcement officers. It does not permit rectification of errors. The long delay—now almost inevitable—between sentencing and execution can fairly be described as "cruel and unusual" punishment. And, it discriminates against minorities and the poor.

NATIONAL AND INTERNATIONAL TRENDS

A growing number of nations have ended the practice. There are now 73 countries—Bolivia having been added this past year—which have abolished the death penalty.

Here in the United States, 13 of our States no longer permit capital punishment. My own State of Michigan was the first, 120 years ago.

Rhode Island followed in 1852, and Wisconsin in 1853. Then came Maine, 1887; Minnesota, 1911; North Dakota, 1915; Alaska and Hawaii, 1957; Oregon, 1964; Iowa and West Virginia, 1965; and that same year New York and Vermont eliminated it except for special cases.

Capital punishment is today only infrequently applied. In 1965, 67 persons were sentenced to death, as compared with 98 the year before. During 1965 there were 62 reprieves from the death sentence.

In 1966 only one man was executed in the United States.

During the past 36 years, there has been a steady decline in executions from a high of 200 in 1935 to 1 in 1966.

Public opinion favoring abolition has increased in recent years. The Gallup poll reports the following:

Percent favoring death penalty

	1953	1960	1965
Yes.....	68	51	45
No.....	25	36	43
No opinion.....	7	13	12